

MOTOR RACING

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1958

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CHEAP
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8/8/58

FAREWELL TO MUSSO



MOTORACING WRITER Bob Nitske took this shot, one of the last, of Luigi Musso, Italy's lone Grand Prix driver, who met death at Reims. Here, in his familiar blue sailor cap, he lights a cigaret while sitting on the pit counter.

By **W. ROBERT NITSKE**

MOTORACING Staff Correspondent

ROME — Intimate friends called the lanky young man Luigini when they spoke affectionately to him. But no matter what they called Luigi Musso when talking to him, his deep blue eyes were the first thing one noticed.

Musso was no extrovert and he seldom laughed, but when he was especially interested in a picture or a story, his face would light up and his eyes sparkled and he gave his blue sailor cap, which he always wore, a little lift and straightened or tilted it a bit. He was a quiet man.

In 1950, the young Musso quit his studies of law and devoted all of his time to automobile racing. He was never the best, and at times it seemed that he tried too hard. Two years ago, when I first saw him at the Nurburgring, Musso experienced trouble coming out of the first loop, the Suedkehre, and his car left the road. He fractured his arm. Luck was not always with him; still, other good Italian drivers had worse luck. Alberto Ascari and Eugenio Castellotti, who were very close to Musso, lost their lives and he moved up to become his country's best Grand Prix driver. And its only one.

Musso was the top driver for Ferrari and as such had the best car of the factory team, but often Mike Hawthorn proved to be a better driver.

(Continued on Page 5, Col. 3)



'Motoracing was right! You guys just won't leave us alone.'

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HARRISON ELECTED

Burton Harrison is the new prexy of the L.A. section of the Mercedes-Benz Club of America.

Moscow G. P. Sought for '59

MOTORACING has learned exclusively that plans are underway for the 1st staging of the Moscow Grand Prix for Formula I cars in 1959. Event would be under FIA auspices.

Soviet officials have been seeking approval of the race and its inclusion in the 1959 calendar from FIA.

Parking Meters Stink!

BAD NEWS

Peter Collins killed in Germany — Page 1.

Fill Out Subscription Blank on This Page

RAP AT USAC RACES

Donald Healey, head of Austin-Healey factory, said in Los Angeles last week that while many of the English and European drivers are interested in the proposed USAC pro sports car races, the factories are not. Healey said that while the factories do gain a degree of prestige from winning international races, there has never been an appreciable increase in sales due to racing.

He plans to make some runs at Bonneville in 1959. Although there have been rumors of a d.o.c. engine for A-H, Healey denied they have any basis.

RICHIE GINTHER WEDS

Richie Ginther, top West Coast Ferrari driver, and Jackie Holtzer will be married here Aug. 9. Ginther manages Ferrari Representatives in Hollywood.

HEAVY MORGAN ENTRY

Rene Pellandini, West Coast distributor for Morgan, expects a minimum of 15 Morgans at the Cal Club's Santa Barbara races later this month, with Lew Spencer back in action after a 3-month absence.

Pellandini will receive over 60 new Morgans in the next 3 months.

SCCA TROPHIES

Pomona SCCA Speed Weekend special trophies were awarded last week to: Terry Lamoreaux, Skip Hudson, D. D. Michelmore, John English, Art Gebhart, Sherwood Craig, John Biehl and Pat Baner.

FERRARI ON TOP

MODENA, Italy — With Phil Hill and Olivier Gendebien's win at Le Mans, the Ferrari company has again won the Coupe de Constructeurs for non-GP cars. Ferrari now has 38 points, Porsche has 19 and Aston Martin 14. With only 5 events run so far this year, Ferrari's victories in 4 put them in an unbeatable position, even if they should lose all the remaining races.

CAL CLUB PARTY

CSCC's summer party will be held at Glen-Aire Country Club, Sherman Oaks, Aug. 16. There will be swimming, a midway, an orchestra and free beer.

NEW LOCATION

GLENDALE—Lynn and Grant Cornelius, owners of the popular Imported Car Accessories, and Dick McMann, owner of Foreign Car Lubrications, have announced their move to a larger building at 1101 N. Pacific Ave., in Glendale. The new store will open August 3.

MARTINS END TOUR

Gordon and Ann Martin have returned to the West Coast after 4 months touring the U.S. and Canada in their VW Camper. Martin, West Coast rep for an English racing publication, covered the Sebring race in March, then drove 12,000 miles through 24 states and 2 Canadian provinces. The Martins are now living in San Francisco.

GREGORY INJURED

ROME—Masten Gregory, Kansas City driver now living here, is recovering from severe bumps suffered when the racer he was driving flipped, end-over-end, at 130mph during practice at Silverstone. The driver jumped out of the hurtling car.

RRT MEET OFF

The Road Race Training program slated for Aug. 24 by the Riverside Foreign Car Club at Riverside Raceway has been postponed until further notice.

FRED BOGLER DIES

Fred Bogler, long-time crowd control worker with the Cal Club, died last week at the VA Hospital in Sepulveda of cancer.

SEEKS MORE RENAULTS

PARIS—Johnny Green arrived here to seek from Renault officials an increase of the French sedan for the U.S. West Coast. For 1959, he is after 2000 per month.

Death Prompts Probe as No Insurance at Races

By GUS V. VIGNOLLE
Editor of MOTOR RACING

The National office of the SCCA in Westport, Conn., is investigating the staging of a National race at Lime Rock, Conn., last month in which no accident insurance was provided for drivers.

This took on added seriousness in view of a fatal accident during the July 4-5 race meet.

Contacted at Westport, Conn., William B. Lloyd, National Contest Board chairman, said the situation was under investigation. He suggested that MOTOR RACING contact Lawrence Reid, regional executive for the New England region, which staged the races.

MOTOR RACING wired Reid at his home in Allston, Mass. At press time, he had not replied.

DRIVERS PROTEST

Lack of insurance at the SCCA meet took on national significance when it was exposed by the eastern Road Racing Drivers Club, headed by the top driver, Walt Hansgen.

The club said it would be "especially vigilant at future races to be sure that such coverage is provided. To give RRDC a clearer picture of the insurance problem, Sherwood Johnston will investigate USAC's program, and George Rand will prepare a report on SCCA's requirements."

Harry Cushing, secretary of RRDC, confirmed that there was no accident insurance for the Lime Rock race. He said further details should come from SCCA, which said to contact Reid, who failed to answer a wire sent by this publication.

West Coast drivers and race officials cannot believe that a race — SCCA National, yet — would be staged without insurance.

Corvette in Seafair Win

Special to MOTOR RACING

SHELTON, Wash., Aug. 3 — Tom Carstens, of Tacoma, one of the best-known figures in Northwest sports car racing, today drove a Lister Corvette to victory in the feature Seafair race for big modified cars.

Races, over the 3.1-mile airport course, were staged by the NW Region of SCCA.

Carstens won after a spirited duel with Pat Pigott, 1500 Lotus; Tom Meehan, Cooper, and Pete Lovely, 1100 Lotus.

The winner, former builder of the Stove Bolt, was clocked at 145mph and set a new lap record of 1:55.



Vignettes

By Gus V. Vignolle

American-Made Cars Whack Foreign Irons Around a Bit

ARE THE FERRARI and other foreign car dynasties fading in the field of speed?

Witness Lance Reventlow booming the Chevy-powered Scarab to victory over a 4.1 Ferrari that Johnny von Neumann had sent over from the east coast precisely to belt the kid.

This was last weekend at the Minden, Nev., SCCA races. And farther north, in Washington, Tom Carstens blew everybody off at Seafair in a Lister Corvette.

Lance spun several times and was off the course Saturday. They didn't have a chance to black-flag him, but they did disqualify him from 3rd position and ordered him to start last the next day.

He raised a howl and said he'd pick up his toys and go home. Load the gd cars in the van and let's get outta here.

So what did the SCCA nabobs up there do? Probably impressed by his \$25 million, they let him start in the 3rd slot on Sunday. That he won is all to his credit, but that the SCCA officials gave in is outright stinking!

Of course, some people are impressed by publicity and the fact that some guys, through no fault of their own, are loaded.

This reporter ISN'T. And the SF Region of SCCA has dropped a couple of notches in my estimation, period and paragraph!

(Continued on Page 3, Cols. 1-2)

Two Girls Find Adventure

Europe tour thrills stewardesses—Page 6.

SCARAB BELTS FERRARI IN SCCA NEV. FEATURE

By TOM WILSON

MOTOR RACING Staff Correspondent

MINDEN, Nev., Aug. 3—Under a warm Nevada sun, and with a goodly crowd on hand, the 1st Nevada Grand Prix Sports Car Road Races were run at the Minden-Gardnerville (Tahoe-Douglas) Airport this weekend.

Lance Reventlow went out in front at the drop of Starter Carl Block's flag and the Mark I Scarab was never headed. Johnny von Neumann's Ferrari was 2nd 32 seconds behind and Ri-

Charts—Page 6

chie Ginther took the 3rd spot, 1 second ahead of Pierce Woods' 4.9 Ferrari. Von Neumann drove a great race but Reventlow was in a groove and his car was mechanically perfect and never faltered. Chuck Daigh turned the fastest lap at 92mph before his car dropped out with engine trouble.

SATURDAY'S PRANGS

In the opening laps of Saturday's practice, Reventlow and Daigh in the two Scarabs, and Von Neumann in the 4.1 Ferrari, blasted through the turns like rabbits. Daigh, trying to pass Reventlow in Turn 5, spun his car and Reventlow swung out to (Continued on Page 4, Cols. 4-5)



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Henry N. Manney III

CYNOSURE OF all eyes at Reims, France, recently was the new 1959 Porsche 1600 convertible. Body is by Drauz of Heilbronn. Note full roll-up windows and removable, all-chrome-framed, curved windshield. New top offers better visibility and more headroom. Upholstered seats replace the buckets. It has door pulls, and full tonneau cover comes as standard equipment. Eagerly awaited in U.S., new Porsche comes in 4 colors—red, blue, ivory and silver.

Volvos Sweep 10-Hr. Test

By JACK FLEISCHER

Special to MOTOR RACING

LIME ROCK, Conn., Aug. 2—Swedish-made Volvos again dominated the 2nd annual Lime Rock Little Le Mans here, taking the top 3 places in the overall finish of the 10-hour endurance test for small production cars.

The winning car and drivers were the same as last year, with Art Riley, Washington Square, N.Y., and Bill Rutan, Essex, Conn., guiding Riley's gray Volvo over 399 laps over the twisting and hilly 1½-mile Lime Rock course.

That was one lap more than Riley and Rutan covered in 1957. The 399 laps totalled 598½ miles and meant that the car had averaged 59.85mph.

A Saab, driven by Gaston Andrey, Newton, Mass., and Bob Holbert, War-

ington, Pa., finished 4th overall and first in its class (600-700cc). Other class winners were: 750-1000cc—Auto Union, Bob Grossman-Bob Rubin; 1000-1300cc—Fiat 1100, Werner Jatzke; 400-650cc—Fiat 600, Newton Davis-Bill Welsh.

Index of performance winner, based on a handicap system, was the Saab driven by Andrew and Holbert.

Collins Killed; Brooks Wins

ADENAU, Germany, Aug. 3.—The death of another internationally-known road racing driver at the German Grand Prix here today stunned the continent.

Latest victim was Peter Collins, 27, of England, one of the Big 3—Stirling Moss and Mike Hawthorn are the other 2—in British racing. He cracked up in the factory car he was driving for Ferrari.

Winner of the 214-mile race over the tough 14¼-mile Nurburgring was Tony Brooks, Glasgow, in an Aston Martin.

On the 11th lap of the 15-lap race, Collins' works Ferrari left the winding course. He suffered a fractured skull and brain injuries.

At 100mph the car boomed off a curve, somersaulting and throwing Collins into a clump of bushes. He began to race at 17, becoming a Ferrari team driver 2 years ago.

A tremendous effort was made to save the life of the popular and well-liked Briton. He was flown by helicopter to Bonn for an operation, but he died en route.



PETER COLLINS

Cooper Wins Arc-light Go

WILLOW SPRINGS, Aug. 2.—Everything was great except the gate here tonight as Hollywood Promoter Bud Goodwin pioneered night sports car road racing on the 2½-mile Willow Springs circuit with batteries of floodlights and arc-lights providing slightly sub-standard vision.

Winner of the feature was a chap using the nom de course of Phil Cooper in a beautifully-designed new Formula II job powered by a Corvette mill. Cooper inhaled the exhaust from the Buick-powered Williams Special piloted by Elgin Holmes as they ran nose-to-tail for 10 laps, but Holmes' mount blew a clutch and Cooper easily bested

the others from the 11th lap to Starter Al Torres' checkered at the 30th trip. The pro races were RRR-sanctioned.

Summary:

Novices, 6 laps: Richard Connors, Ford tractor; Dick Beck, TR Spl.; Jack Furcho, Jag XK140. No time. Women's, 4 laps: Barbara Scott, Corvette; Dr. H. Hoppe, Corvette; Kay Furcho, Jag XK140. Time: 8min. 35.2sec. Prod. sedans, 6 laps: Bill Neilbert, Simca; Bill Zarembo, Peugeot; Bill Porter, Renault. Time: 13min. 29.08sec. Prod. under & over 1600, 6 laps: Bob Kudler, Corvette; Elgin Holmes, Jag. XK140; Dr. A. G. Edinger, Corvette. Time: 12min. 15.02sec. Mod. over & under 1500, 10 laps: Phil Cooper, Formula II Spl.; Elgin Holmes, Ford tractor; Jim Williams, Buick Spl. No time. 30-lap main event: Cooper; Bill Cantrell, Ford tractor; Bob Murphy, Lincoln Spl.; Bill Hitchcock, Lincoln Spl.; Bill Leyden, OSCA LeMans. Time: 61min. 34.01sec.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



ALTHOUGH THE Lance Reventlow Fan Club has gone underground for the summer months, reports have leaked up the burrow that it will present a special trophy at its big Fall meeting in the Hollywood Bowl. The trophy will be awarded to the person who, in the opinion of the club officers, has been the Best Lance Reventlow of the Year.

FALKENBERG REVISITED

About 11 o'clock one night, when Bill Falkenberg was road-testing a 300SL up and down Formosa Ave., revving to the limit for each shift, a neighbor came over to the shop to complain.

"Look," he said, plaintively, "me, I don't mind the noise. My wife doesn't mind it either. But every time that banshee goes by the kids wake up screaming."

Falkenberg eyed him coldly. "What are you, a Communist? Trying to keep me from making a living?"

IN DEFENSE OF THE PRESS

We'd like to quote a section of an editorial from a recent issue of Virginia City's TERRITORIAL ENTERPRISE. This weekly newspaper, run by Lucius Beebe and Charlie Clegg, is second only to MOTORACING for sagacity and wit, and should be on the reading list of everyone with the slightest pretense of culture and good taste. The editorial concerns a statement by one Dr. H. G. Sandvoss on alcoholism in the newspaper field.

"...along comes some miserable pillroller to libel a generation of good men gone and a thousand good men standing at bars this very moment with the statement that 'one out of 20 drinking newspapermen in this country is an alcoholic.' From what wretched clientele of pro-

fessional incompetents does Dr. Sandvoss recruit his patients? What cast-offs, 3rd-raters and journalism school reporters mustered his beggarly one in 20?

"Practitioners of the boozeiest profession in the world, not excepting cow-punching, seafaring, stage driving, Indian trailing and railroading in its primeval years, will rise from the floor where they may be to hurl in his silly teeth the statistics that list-rate newspaper men are 100 per cent alcoholics with occasional exemptions from occupational accidents such as ulcers or falling down coal holes.

"To be anything less is a betrayal of the most radiant tradition of an exalted calling that has been ornamented and made fragrant by long generations of great newspapermen who were seldom sober and never so from volition. Point us a sober reporter and you point us an incompetent, or worse, a graduate of a journalism school."

BROPHY SLIPPED A MICKEY

At the recent free-load given by John Brophy's Sports Car World TV show and Goliath, we were sitting there sipping our gin, neat, when in walked a friendly bulldog followed by an unfriendly little man. We spoke to the bulldog, but not to the little man, for no one speaks to Mickey Cohen, not any more. Sic transit glori mundi, or even Tuesday.

MASERATI IN FORMULA III

From the July 14 NEW YORK TIMES: "Meinhardt's race (at Lime Rock) was among the best. He finished (in a Porsche Spyder) well ahead of Farnum Spicer's half-liter Maserati..." Well, that figures, but does the 500cc Club know about this?

Pacific Coast Race Standings

Races so far in 1958 include Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Barbara, Laguna Seca, Riverside, Vaca Valley and Minden-Gardnerville. Points are awarded on a 6-5-4-3-2-1 basis for both Saturdays and Sunday racing. In certain rare exceptions extra points are awarded arbitrarily to equalize class inequalities.

PACIFIC COAST POINT STANDINGS (Compiled by ERIC HAUSER)

MODIFIED OVER-1500cc	
1. Richie Ginther	Ferrari 65
2. J. von Neumann	Ferrari 60
3. L. Reventlow	Scarb 39
4. Bob Oker	Aston-Martin 25
5. M. Balchowsky	Buick 21
6. Sam Weiss	Ferrari 21
7. Dan Gurney	Ferrari 18
8. Jack McAfee	Porsche 15
9. Fred Knoop	Chev. 14
10. C. S. Howard	Maserati 13

MODIFIED UNDER-1500cc	
1. Jack McAfee	Porsche 35
2. Eddon Beagle	Porsche 41
3. Bob Oker	Willment 27
4. Ken Miles	Porsche 24
5. Erv Lehr	Porsche 17
6. Tetta Richert	Porsche 13
7. John Stevenson	Porsche 13
8. Skip Conklin	Lotus 12
9. Frank Monise	Lotus 12
10. L. Reventlow	Cooper 10
11. Paul Nau	Lotus 10
12. Bob Burns	Porsche 10

PRODUCTION OVER-1500cc	
1. A. Porterfield	Corvette 71
2. Bill Love	AC Bristol 37
3. Richie Ginther	Ferrari GT 36
4. Lew Spencer	Morgan 26
5. Cloyd Gray	Corvette 25
6. E. F. Robinson	Ferrari GT 23
7. Bob Winkleman	300 SL 22
8. T. Settember	Corvette 21
9. Jim Connor	Ferrari GT 20
10. G. Crowder	AC Bristol 17

OKLAHOMA DRAGS

LOS ANGELES — The Nat'l Hot Rod Ass'n's 1958 Nat'l Championship Drag Races in Oklahoma City over Labor Day weekend will include five categories of sports cars, along with eight classes of gasoline powered sedans, coupes and dragsters.

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BILL LOVE'S ANSWER TO TOM WILSON

Letter to the Editor:

EDITOR'S NOTE—Following is a letter received from noted driver Bill Love of West Coast Racing, Inc., El Monte, Calif. It is an answer to a report by Tom Wilson in the last issue of MOTORACING that a lab fuel analysis after the Laguna Seca races showed presence of 3% nitro in Love's AC Bristol. Love's letter was directed to SCCA in Westport, with copies to this paper and SCCA officials Wm. B. Lloyd, Ed Walsh, Lindley Bothwell, James Troy, Clark McCartney and Dr. Peter Talbot.

This is written with reference to some statements appearing in a recent issue of Motoracing. In Mr. Tom Wilson's DEAR GUS column, we found some reports that would have been very amusing had they not been so serious.

As you are no doubt aware, my AC Bristol, car No. 38, was formally protested at the Laguna Seca race on June 15th. The protest, as issued, asked for a check of the following items to the best of my memory: (a) Camshaft, (b) Suspension, (c) Fuel and (d) Carburetors.

To begin with, the camshaft is now and has always been part No. N340-590; which is the standard camshaft for all Bristol 100D engines as fitted to AC cars.

The suspension for this auto was fitted by the AC works in England for the Sebring race this year, with the exception of the shocks. The shocks were fitted to the auto here in the United States by my crew. We have in our files and in the files of the California Sports Car Club, telegrams from AC recommending the use of the shocks which we fitted. The reason for this is that AC's shocks were never designed for competition and are not considered safe. They allow the rear "A" frames to travel downward to a point where the rear axle half-shafts "U" joints strike the frame. Inasmuch as the fuel tank is so very close to these shafts that a "U" joint failure would almost certainly rupture the fuel tank, AC feels

and we agree with them, that in the interest of safety to our drivers and to the other competitors on the course, we are certainly justified in changing the shocks.

As to the ridiculous statement by Mr. Wilson that our fuel was found to contain 3% nitro, the laboratories here in Los Angeles who make nitrated type fuels advise us that it is a total impossibility to pull a 3% analysis even had we been using such a fuel, which we very definitely were not. We have, for the past year or so, used a lubricant and stabilizer in our gasoline. We do this to improve valve train lubrication and the manufacturer of the additive we use is willing to provide us with a written statement to the effect that this material contains no power additive of any kind, least of all Nitro.

Now, as to the carburetors—This is a different story. We found upon being inspected after the protest that the use of filed off thinned butterflys in the carburetors was not considered legal. These same carburetors have been used on four different cars over a period of the past four years in all SCCA and CSCC events here on the

West Coast. Since our cars run in both clubs' events, we thought that we were complying with the rules of both clubs. We have repeatedly asked for copies of SCCA rules as well as our membership cards etc. To date we have received neither. However, since we find that we were, unknowingly, using carburetors that do not measure up to SCCA specifications, we concede the protest made against us at Laguna Seca on June 15th, even though the car from which the protest originated, an AC Bristol driven by John Luce, was a lap and a half behind us at the finish. I repeat, gentlemen, we concede the protest, but on carburetors alone and nothing else.

We would appreciate the courtesy of a formal notification of your disposition of this protest. To refer to just one more of Mr. Wilson's statements—since we have received no word at all from SCCA regarding the protest, we could scarcely have answered, as he stated, that we "couldn't care less."

I remain,
Very truly yours,
(Signed) Wm. Love.

FLAVIO ST. GERMAIN

PREDICTS THAT ---



Another British firm soon will come out with a smaller, cheaper version of its roadster, and a firm which makes sedans is now working on a sports car.

There will be 2 changes in Hawaii—one in the operation of 1959 Speed Week, the other in management of a major foreign car dealership.

A new Swedish sports car will make its bow in So. Calif. next November.

A West Coast British distributor, with full approval of the factory, will dump all but a couple of his dealers in the next few weeks. Emphasis will be on mechanic and salesman-training among new dealers.

The chap who feels he will be next LA SCCA regional exec will come in for a few surprises.

That Calif. Raceway at San Carlos may never get off the ground, although finally cleared for building after much dealing and redealing. Saturation point has been reached in No. Calif.

Couple more guys will buy into Riverside Raceway.

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Vignettes

By Gus V. Vignolle

American-Made Cars Whack Foreign Irons Around a Bit

(Continued from Page 1)

Last Friday, Bill Lloyd, National SCCA Contest Board chairman, said:

"The license suspensions for John von Neumann and Richie Ginther are being continued by the Board as per the original penalties. They have the opportunity of a hearing by a subcommittee and have been notified to this effect. While Jack McAfee lifted their suspensions for one race on good faith, further examination of their cases leads the Board to believe that further evidence should be forthcoming to warrant reinstatement of their licenses. This would NOT ALLOW (caps are ours) them to drive the Tahoe (Minden) Races unless they can clear up this matter with the Board before that time."

The 2, of course, raced both days. What gives, anyway? That SCCA ban against Nassau, by the way, is still sticking. But don't be surprised if it's lifted. They're huddling. And that expense money item is not the sole bone of contention.

Some of the pilots are beginning to ask questions about just what the appearance gelt will be at the USAC Riverside road race a few months hence. They'll probably have to spring with a lot more than the \$12,000 purse.

Unless USAC stacks the deck and makes up new rules a la Cal Club, you can count Ricardo Rodriguez, the 16-year-old Mexico City sensation, out of the deal.

A USAC official told me: "The USAC age limit is 21, and I don't see how it would be possible for the Mexican boy to race, much as we want him."

Hill May Drive One of Chevy-Powered Cars

The rumble is that there might be 3 Chevy-Scarabs among entrants. The drivers? Phil Hill, Chuck Daigh and Lance Reventlow. Of the 3, only Hill, probably, would come in for cumshaw.

On the wireless (KNX), I caught Roy Storey shooting some questions at Stephan Mason regarding this race. Steve said he wanted Jimmy Bryan, the Indy champ, and J. M. Fangio, 5-time world road racing king, but that, unfortunately, the latter had announced his retirement.

Since when? There were a lot of reports at Reims that Fangio, 47, was pulling the pin, but his manager, Marcello Giambertone, said, "That is not true—he has not said that." MG said his meal-ticket had commitments to race in Britain and Portugal and may also race in Morocco. Maybe there's still hope, Steve.

This would be THE duel—king of the road racers vs. the speedway champ.

I didn't quite dig that bit about the Cal Club "giving up all their modified equipment." And John Edgar and Temple Buell will give their cars to what drivers?



From one of my leading spies in Mexico: "I think the Pan-American road race is dead because of the difficulty of controlling such a long course, and the general disfavor into which such a type of event has fallen." This is at variance with gobbledygook that the carrera would return when they got themselves a new jefe south of the Rio Grande.

Brophy Does Good Job on New TV Program

VITRIOL & VIOLETS (with apologies to Jas. Thurber)—Calm, smooth and conversant with his subject, John Brophy, driver from Salt Lake City, descended upon us last week with a new TV program, Sports Car World (Ch-7, Sat., 11:30 p.m.-1:15). For an opener, the program was good—and here's hoping it sticks, which none of the others have been able to do.

Brophy said: (1) the new Pres. of Mexico would sail for another Panamerican road race; (2) Lindley Bothwell of the local SCCA was going to Westport and would come back with a clear-cut policy on the pro situation, and (3) Jack McAfee (who has belted Miles in the last 3 outs) has been doing more racing than the Briton.

Just to keep the record straight, this is the dope: (1) As of this writing, this is NOT so; (2) unless the Westport Pharaohs have done an about-face, the SCCA and pros are pau... finished, dundee, and (3) certain, Miles hasn't done as much racing, for he's banned all over the U.S. by SCCA and can race ONLY with the Cal Club.

ET CETERAS—Nothing like good old virile prose a la Hemingway (in a Cal Club puff sheet yarn talking about Balchowsky and Reventlow): "...Together they would make a lovely team." Isn't that just sweet, dolly?... No longer with the cane after his accident at Le Mans, colorful Bruce Kessler is blue over having to miss some 3 or 4 races that he had planned to make in Europe... so the Rose Marie Reid swimsuit tycoon is home waiting for the coming USAC pro whirls. Next winter, he also plans to hit the So. American circuit.

Fanny Falsies Prove Hit With Drivers

The ladies will be interested to learn that tremendous advances are being made by those new foam rubber fanny falsies. They are just what the croaker ordered for femme drivers—no need for a pad, cushion or anything.

Earl Wilson says they're for girls who need them to look good in sack dresses and bathing suits, but they're wonderful for lady drivers. A local sports-car accessory firm plans to carry the item.

This could be a bonanza, because 9/10 of the non-driving dolls parading up and down the pits could stand fanny falsies! Really...

How-miserable-can-you-get item: At the SCCA Pomona whirl, some hum sleeved the tow bar D. D. Michelmores for his Porsche Carrera. That meant they had to go all the way to Reseda on the end of a tow rope along the lousy freeway in Sun. night traffic!... Check the latest from the crew-cut whipper-snappers at Time magazine (who were roundly subdued recently by Bob Considine): "...roaring, madcap world of Grand Prix auto racing... daring, lead-footed Italians... fiery death... dashing Alfonso de Portago... car-crazy Britons... drives in devil-may-care style... a grim scowl on his face... Moody Mike enjoys his cigarettes and whisky (maybe he smokes and drinks because he DOESN'T enjoy 'em)... drives solely to win (funny he doesn't drive to lose, ja)... tags along in a preceding driver's slipstream (of course, some tag along in the slipstream of a car right behind 'em!... man, that really reduces wind resistance)... And the Hawthorn caption: "Devil-may-care in a madcap world."

Francisco Valencia Rangel, in his authoritative column in Mexico City's Auto Noticias, rarely lets up in his withering blasts at the Acapulco Rally and the ANA guys who are staging it. That's the one one that caused the scandal last winter.

While praising the French Club's popular 24-Hour Rally, Valencia indirectly gave the shaft to Enrique Martin Moreno, the guy responsible for the last fiasco. He said the Acapulco THREATENS to be staged next Nov.

He wrote: "We think the organizers are capable of everything and from today on we want to sound an alert to prevent new suckers from being hooked." Hijo!...

Checked Flag for Jos. Nikrent, 79

Racing Giant Passes On

The final checkered flag fell on July 25 in Burbank for Joseph A. Nikrent, 79, a racing giant from a bygone era. Ironically, his death was attributed to excitement over a minor traffic accident, his first in over 50 years of driving.

Although some strange quirk of fate denied him the lasting recognition accorded many of his contemporaries, early records show he was as good as the best and more versatile than most.

Compared with such drivers as Disbrow, Chevrolet and Endicott, "The Flying Californian" consistently beat Oldfield, De Palma and the other top drivers of his day. Prior to the gruelling 1909 Los Angeles-Phoenix Cactus Derby, which he and his brother Louis won handily, newspapers heralded the fact that he had started the season



JIM MOURNING
JOSEPH A. NIKRENT

by winning 9 out of 10 and had now won more events than any other driver on the coast.

MANY VICTORIES

Though Mr. Nikrent achieved his greatest fame on closed circuits, he did add to his Cactus

Derby victory by winning the dash through the snow to Big Bear three years in a row. In 1921, well past his 40th birthday, he took top money in the 1000-mile Tonopah-Reno road race.

In speed runs, he shattered Oldfield's 5-mile record several times, topped his 25-mile mark and, at one time or another, held every record from 5 miles to one hour. In 1916, he drove one of the first 6-cylinder Buicks from Los Angeles to San Francisco in record time.

FAMOUS MARQUES

He wheeled one of the first streamliners across Muroc Dry Lake. He drove for such noted marques as Page, Marmon, Buick, Knox and Case, his mounts for the latter including the famous Bullet, Conon and Hop Toad.

Later, affiliated with Federation Aeronautics International as an official and timer, Mr. Nikrent is survived by his brother Fred and a grandson, Jim Blauvelt.

Racing is poorer for his passing on.

Take me to your leader.

VINTAGE CAR RACES PLANNED

Plans are underway to form a Vintage Sports Car Club to give owners of racing machinery from the late '20s and early '30s a chance to run the cars on short, winding road courses. Harry Crown, owner of Burrill Engineering in Burbank, who now has 3 of the 26 racing K-Magnette MGs built during MG's tremendously successful racing years, claims that there are now enough MGs, Bugattis, Alfas, Bentleys and other vintage cars in the Far West to allow special races to be held, where the owners will be able to recapture a degree of the feeling of the earlier days.

To help build up the local vintage car scene, Crown is offering his K-Magnettes for sale, and is handling the sale of Leonard Golfson's 5 Bugattis

and 3-liter Bentley Red Label 2-seater. The 2 Grand Prix Bugattis were overhauled at the Moishelm factory last year and have not been driven since.

A short course race planned for this fall will be open to Formula III G.P. cars, Vintage sports, GT and GP cars, and probably TC MGs.

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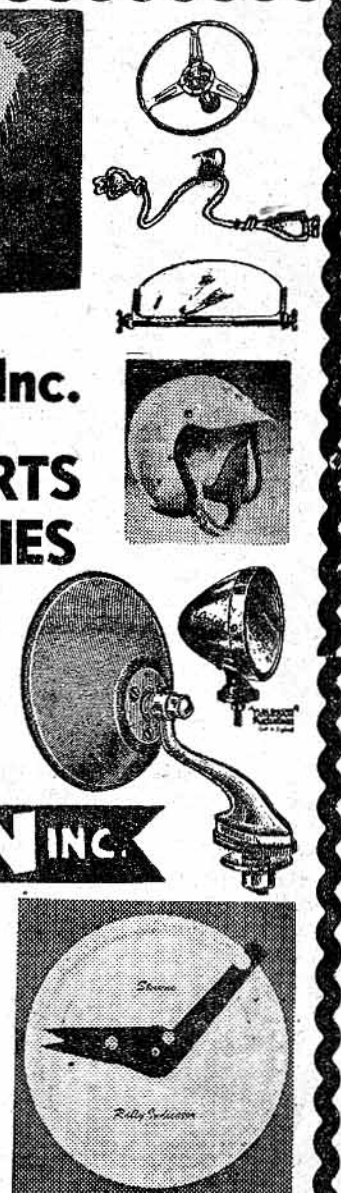
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Rally 'Round

★ ★ With Duane and Jerrie Sparks

The trend toward separating rallyists according to the equipment carried in their cars continues. The principal events of the past 2 weekends have offered trophies based upon performance in stock and modified odometer classes. In Radioplane SCC's ALPINE ROLLER COASTER rally on July 26, judging from the results, modification of

Rally Calendar — Page 7

one's odometer to read in hundredths of miles was of no particular advantage, since Bill and Elizabeth Chester, running their stock Alfa finished with an error only one-third that of the best modified car, Walter and Muriel Scholl's Corvette.

According to reports (we missed this event—saving our energies for SWSCC RAMBLER next morning), this was a rough night rally with numerous opportunities for course errors, and of course all the precise navigation in the world doesn't look well in the results column if it is done on the wrong road.

In Valley SCC's LOS PERDIDOS rally on Aug. 3, however, superior equipment paid off well as modified class winners Harold Guess and Bert Johnston turned in a fine 15-second performance compared with 3:05 for stock winners L. M. Thompson and R. M. Cobb. Apparently this 2-class breakdown of competitors is here to stay. It does give the not-too-serious rallyist an opportunity to win some hardware in addition to having a good time, and perhaps will whet the appetite of some to the extent that they will equip their cars properly and compete in the modified class.

One of the few fun events with a tradition was the 3rd annual PAJAMA rally presented by Pothill FCC. Sixty cars turned out last Saturday afternoon with crews and cars competing for trophies, not for rallying abilities so much as for originality in design of sleeping attire. Harold and Sylvia Treichler's Alfa was judged best-dressed car; best married couple's costumes were worn by Jim and Julia Homan; best mixed couple was Jim Steinkirchner and Jan Anderson. Jack Hayward won best male, while best girl's costume decorated Paula Whiteley. Yes, there was a rally, too, but rallymasters Bob Stoer and Lew Himmelreich were so broken up by the costumes they haven't begun to score it yet.

Barney Feldman, proprietor of Feldmar Watch Co., 8971 W. Pico Blvd., where all the goodies useful and ornamental pertaining to rallying are displayed and sold, has announced that he is offering his premises on Monday evenings for those who are interested in attending a school for navigators and for drivers too. Beginning Monday, Aug. 11, at 7:30 p.m. and continuing for 4 weeks, instruction will be offered free to those who would like to attend. Space limitation will limit

\$10,000 RALLY DEFINITE

It is beginning to look as if the much discussed AMERICAN INTERNATIONAL RALLY is emerging from the conversation stage into the time-is-short stage. The 3200-mile 4-day "miserable grind" is definitely scheduled for Nov. 4-7 with a guaranteed purse of \$10,000 against 40% of entry fees. The first big professional rally to be presented under the sponsorship of the American Rally Club, Inc., sanctioned by USAC, this event will originate from eight different starting points, proceed through 3 days of reliability legs to Santa Fe, New Mexico. The 4th day will be a precision navigational event from Santa Fe to Los Angeles through 10 checkpoints. Rallyists will start Nov. 4 from Los Angeles, San Francisco, Vancouver, B.C., Mexico City, Dallas, Detroit, New York or Miami. All entrants will rally approximately 20 hours each day and each car may carry 2 or 3 members of its crew. For more complete information and for entry blanks (\$250 fee) contact American Rally Club, Inc., 4015 Benedict Canyon Drive, Sherman Oaks, Calif. ST 4-3731.

—DUANE & JERRIE SPARKS

Various Rally Results

RADIOPLANE SCC—ALPINE ROLLER COASTER RALLY III
JULY 26—39 CARS
RON SCHUVER AND GLADYS PARKER RALLYMASTERS

Pos.	Driver	Navigator	Club	Car	Error
1.	Bill Chester	Elizabeth Chester	VSCC	Alfa	3:01
2.	Dolores Dennis	Kathleen Foley	HEASCC	Flat	35:31
3.	Lyle Stoik	Rod Stoik		MG	35:41
Modified Class					
1.	Walter Scholl	Muriel Scholl	PSCC	Corvette	9:09
2.	Dick Lovell	Carol Lovell	VSCC	Porsche	9:22
3.	Clifford Prodder	Fred Howard	RPSCC	Morgan	21:54

SOUTHWEST SCC—RAMBLER RALLY—JULY 27—29 CARS
MEL DELOOF RALLYMASTER

Pos.	Driver	Navigator	Club	Car	Error
1.	Duane Sparks	Jerrie Sparks	DSCC	T-Bird	:21
2.	Larry Harris	Kathy Pieper	SMFCCA	MG	:21
3.	Jack Sparks	Jody Brice	DSCC	MG A	:31
4.	Bill Brandes	Catherine Brandes	SWSCC	M-B 190	1:07
5.	Dick Butler	Lorraine Butler	SWSCC	Porsche	1:42

VALLEY SCC—LOS PERDIDOS RALLY—AUGUST 3—44 CARS
DICK LOVELL RALLYMASTER

Pos.	Driver	Navigator	Club	Car	Error
1.	L. M. Thompson	R. M. Cobb	SCCA-LV	TR-3	3:05
2.	B. Keith Harlow	Walt Ferguson		T-Bird	4:14
3.	Dan Toland	Georgia Myers		Corvette	4:15
4.	Keith Shepard	Edith Richardson	AHOC	A-H	5:56
5.	Harold A. Tripp	Ronald Parson		T-Bird	6:48
Modified Class					
1.	Harold Guess	Bert Johnston	NRSCC	MG	:15
2.	Tip Gruver	Jean Hudson	AHOC	A-H	:17
3.	Virg Herman	Virginia Herman	NRSCC	A-H	:19
4.	Duane Sparks	Jerrie Sparks	DSCC	T-Bird	:25
5.	Jack Sparks	Jody Brice	DSCC	MG A	:35
6.	Ted Sparks	Ann Sparks	DSCC	VW	:40

the group to 25, so if you are interested call Barney at BRadshaw 2-1364 to reserve a spot. He has asked us to conduct the 1st course, which will be repeated later if interest justifies.

Coming up this weekend is the Aug. SCCSCC championship rally, the KEN FARRAR IV offered by Long Beach Douglas SCC. Starting Saturday morning at Harbor Blvd. and Katella Ave. first car will leave at 7:01 a.m. Post entries will be accepted at the starting line. Rallymaster Bob Cole guarantees this will be worthy of your best efforts—covering some 300 miles of beautiful So. Calif. landscape.

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REVENTLOW WINNER

(Continued from Page 1)

avoid him, hitting his brakes. Von Neumann, close on their tails, decided it was better to prang the back of Reventlow's car than to hit Daigh broadside, and some expensive aluminum was crumpled on both cars. Later during the practice session, Max Balchowsky tried to pass a car in Turn 9, and spun in front of Bob Oker in the Aston-Martin. Oker in turn spun to avoid a head-on crash and caved in the Aston's rear-end and gas tank when he hit the Balchowsky Special. Oker did not run in Sunday's events.

In the 5-rap qualifying race on Saturday, Reventlow led for the first four laps, then was passed by Daigh. In braking later for Turn 8, Reventlow slipped by, but was badly set up for Turn 9, the last one before the start-finish line. Daigh darted inside and Reventlow, not yet properly lined up, punched the throttle too hard, spinning off the course. In his eagerness to get back on, Reventlow again lead-footed the throttle and the car made five complete loops before he could get off the pedal. Although Reventlow still finished the 5-lapper in 3rd, he was disqualified and told he would start dead last in Sunday's main event. Reventlow replied that he would pack up his cars and go home rather than start last. The officials gave in and let Reventlow start in the front row on Sunday.

Eldon Beagle, of Sacramento, returned to his winning ways and led the usual Porsche brigade to the wire in the Under-1500cc semi-main event. Beagle took the RS Spyder out in front and was never threatened. Erwin Lehr and Jack West finished 2-3 with a pair of Porsche 550 Spys. The Class G division was another Lotus parade with Nadeau Bourgeault taking the 1st spot and John Miller and Jack Nethercutt finishing next in that order.

Johnny von Neumann had im-

ported the George Tilp's 4-1 Ferrari to take on the Mark I Scarab and then Chuck Daigh showed up with a second Scarab, fresh off of the assembly line. John Edgar took his 4.9 Ferrari out of the mothballs and when he put Pierce Woods at the helm, it showed that he was not fooling. Fred Knoop's Huffaker Special, Richie Ginther in the 3.0 Ferrari, Max Balchowsky's Harrah's Special and the winning Porsches from the co-feature, made this field the classiest of the year. Eric Hauser owns the Balchowsky mount.

COURSE: 3.4 MILES

RACE 1 — Production under 1600cc, Novice. Time 30 min., laps 11. 1. John Michelmore, Porsche Carrera; 2. Timothy Raiton, Porsche Carrera; 3. Galen Chase, Porsche.

RACE 2 — Prod. over 1600cc, Novice. Time 30 min., laps 11. 1. Sandy Greenblatt, Corvette; 2. James Payne, Corvette; 3. Joseph Giroux, Corvette.

RACE 4 & 5 — Prod. MGA, A-H, Porsche 1500 & 1600 Super, AR Velocce. 1. Emil Pardee, Porsche; 2. Jack Woodard, Porsche; 3. Leon Robertson, Porsche; 1st A-H, Charles Parsons; 1st Alfa, Michael Roetner; 1st MGA, Jack Dalton.

RACE 6 — Corvette, Porsche & Jag. 1. Andy Porterfield, Corvette; 2. Cloyd Gray, Corvette; 3. Fred Grant, Corvette. 1st Porsche, Jimmie Moore; 1st Jag., Ray Seher.

RACE 7 & 8 combined—Women MG, Formula III & Novice modified. Time 30 min., laps 11. Women: 1. Josie McLoughlin, Ferrari 250 TR; 2. Charlotte Duncan, Lotus Mk. XI; 3. Prudence Baxter, AH 100M. 1st MG, Bob Downing, MG TD; 1st F III, Jim Skilling, Renault; 1st Novice mod., Earl Callcut, Porsche 550.

—(Complete charts of other races elsewhere in this issue.)

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

TALK ABOUT WORK...
NEW ENGLAND BELLOW

DEAR GUS:

With the regional races at Minden a matter of history, the San Francisco Region still has 2 races and a hillclimb on the agenda. If the officials and other workers survive this tough schedule, it would be well to take stock before the 1959 schedule is firmed since this year has been plenty rugged and the going is getting tougher each racing season. During the 1958 season, the San Francisco Region will have put on 2 big rallies, 1 National, 1 Regional; 2 concours d'elegance; 5 Regional road races; 2 National road races; 12 business meetings; 8 victory banquets, and numerous social events including a Christmas party and installation of new officers. That's a full-time career in itself. Do you wonder that a few guys get tired and look forward to the end of this ordeal??

Along about the time the season folds up, some drivers will come up with the inspiration that those guys should come up with a race or some other activity. All of which proves that some guys do not realize the amount of hours put into the successful running of these events.

★ HOBURG JOUST SET

Just when it appeared that there was no space for the 7th annual Cobb Mt. Hillclimb, someone got the inspiration to get going and the whole deal has been firmed and confirmed for Sept. 13-14. Headquarters will be at Hoburg's resort and it is usually quite a bash with the extra-curricular activities the best part of the weekend. Gus, if you can talk that Doc into a deal, you should try to make it. We will appoint Frank Rhode as your keeper and you could not be in better hands—if you want to shake that doctor.

★ HAVE YOU HOWLED?

The New England Region, that hotbed of Formula III racing, is still up in arms concerning the ban of these cars in National races. Gus, we seem to have gathered a convert to the possibility that the Contest Board could be slightly off-base on some of their mandates. To quote Larry Reid, in Pit Talk, the Region bulletin:

"In the circles that control SCCA there seems to be a belief that the club is a bipartite organization which consists of members who exist only to be

governed, and the governing body."

At the present time the Contest Board is ruling by expediency and until the coming area elections, they are marking time so as not to upset anyone's apple cart. I don't know how many of those guys have political aspirations but until that election is over, they will not come out with any monumental mandates or decisions. They have even promised to reconsider the Nassau beef. This backing and filling has been going on ever since they put the windshields and bumpers back on my MG—and then some truck driver took them off, along with a front fender. He did a better job than all of their mandate for the last 5 yrs.

Gus, remember the beef I got into when I labeled the annual meeting a rubber-stamp gathering with not a single motion made or carried except the one suggesting that they adjourn? Now Reid comes out with this inspiration: "—that the National annual meeting be not just a series of committee reports but a time to make motions, pass resolutions, do business. We should howl to get the club back where it belongs—in the hands of the members. Have you howled your share today?" Unquote.

Gus, the 1958 race at Salt Lake, in September, has been cancelled due too much competition on the West Coast. You could also say the same thing for local racing. The Cal Club finally realized there is a saturation point and it would help both the racing field and the gate if they let out a little slack. Well, Gus, if the Nevada deal was too rough for you, don't close that deal until you hear from me.

With best regards,
tom wilson.

Has anybody saw Al (The Great I Am) Slonaker?

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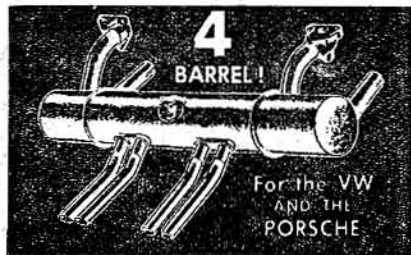
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Farewell to Musso

(Continued from Cover Page)

Last year, Musso finished 3rd, behind the world's champion, Fangio, and the Britisher, Moss, in point standings. And this year, again he was in 3rd place, but behind Moss and Hawthorn instead.

In the fastest European race, the Circus in the Spaghetti Bowl, as it was referred to by many sports writers in Europe, Musso placed 3rd, with Hill and Hawthorn. Competing with Indianapolis-type cars in the steeply banked section of the Monza track, the Italian cars did not show up well and it was only reluctantly that European cars participated in the 2.6-mile oval. The average speed of 166.788-mph was in fact 31mph faster than that achieved in Indianapolis. But even the Grand Prix events became ever faster.

At Reims, the winner Hawthorn passed the magic 200-kilometer-per-hour mark for the first time at 201.989 kph, but Musso, then only 100 feet behind the leader did not know about it.

OUT OF CONTROL

During the 10th lap, after the long straightaway, Musso came into the tricky Muizon corner, when something went wrong: The Ferrari got away from him. The powerful machine skidded and, out of control, rolled over. The 34-year-old Luigi was dead.

The death of Luigi Musso was indeed an Italian catastrophe.

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Club members who are already subscribers may renew for another year at this reduced rate.

Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P. O. Box 1127, Culver City, Calif.

Poe, Berry Take Over New Distributorship

With formation of the new Bill Corey Engineered Accessories Sales Agency in No. Hollywood, Ray Poe and Chuck Berry have taken over the distributorship of Judson superchargers and Koni shock absorbers for So. Calif. and surrounding area. They seek dealers in this area to handle these products.

Judson superchargers are presently made for MGs, VWs and Renault Dauphines. The Koni shock absorbers, now standard equipment on many competition cars, are available for all sports and grand turismo automobiles.

Johnny Lail

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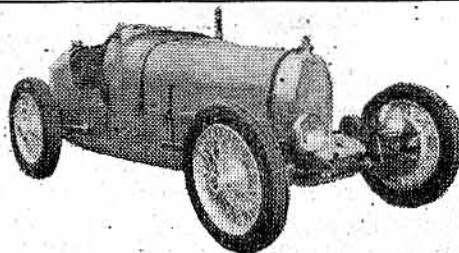
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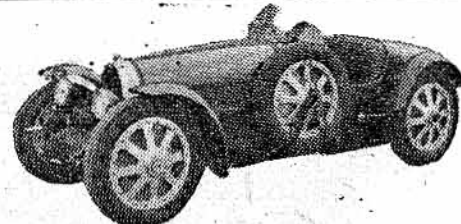
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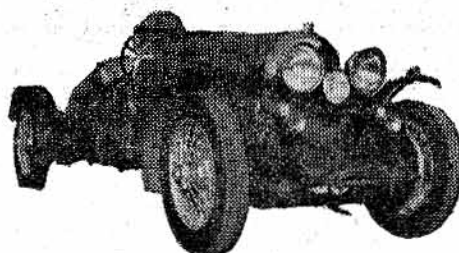
BUGATTI Type 57 (1938) 2 passenger coupe.

BUGATTI Type 57 (1935) 4 passenger coupe

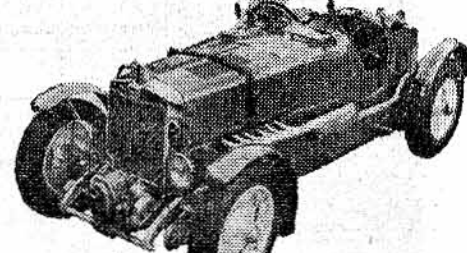
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RACE 8—Production under 1600cc. Time 45 min. Laps 17. Dist. 57.8 miles.

Pos.	Driver	Make of Car	Car No.	Class	Position
1	John Barneson	Porsche GT	44	F	1
2	Jimmie Moore	Porsche GT	172	G	2
3	Arthur Snyder	Porsche GT	277	H	3
4	Jack Woodard	Porsche Super	102		4
5	Leon Robertson	Porsche Super	127		5
6	Robert Peck	Porsche Super	96		6
7	Pierre Dumenil	Porsche Super	275		7
8	Steve Froines	Alfa Romeo Vel.	148	1	
9	Fred Block	Porsche Super	70	8	
10	Ronald Cowherd	MGA	131	9	
11	Roger Mace	A. H. Sprite	82	1	
12	Marshall Swope	MG TD		1	

RACE 9—Modified under 1500cc. Time 1 hr. Laps 24. Dist. 81.6 miles.

Pos.	Driver	Make of Car	Car No.	Class	Position
1	Eldon Beagle	Porsche RS	12	E	1
2	Erwin R. Lehr	Porsche	212	F	2
3	Jack West	Porsche	141	G	3
4	John Stevenson	Porsche	215	H	4
5	Nade Bourgeault	Porsche XI	39		1
6	Bob Cole	Lotus XI	111	1	
7	John Miller	Lotus XI	16	2	
8	Jack Nethercutt	Lotus XI	302	3	
9	Robin Cooke	Crosley	145	1	
10	Dr. Lyle Powell	Panhard	198	2	
11	William Stewart	Panhard	197	3	
12	George Green	Grite Spl.	289	4	
13	David Skilling	Porsche Spl.	201	5	

RACE 10—Production over 1600cc. Time 45 min. Laps 17. Dist. 57.8 miles.

Pos.	Driver	Make of Car	Car No.	Class	Position
1	Andy Porterfield	Corvette	283	B	1
2	Fred Grant	Corvette	337	C	2
3	Bill Sturgess	Mercedes 300	265	D	1
4	Cloyd Gray	Corvette	34	E	3
5	Sandy Greenblatt	Corvette	95		4
6	James Payne	Corvette	226		5
7	John Luce	AC Bristol	17		1
8	Lek Von Kaesborg	Mer. 300SL	271	2	
9	George Manney	Jag.	105	3	
10	Bob Kimball	Morgan-Plus 4	183		2
11	Charles Parsons	A. H. 100-6	206	1	
12	Brett Morehouse	A. H. LeMans	86	2	
13	Vincent Jones	TR 3	143	3	
14	Dick Newhall	A. H. 100 M	133	3	
15	Wallace Thomas	A. H. 100	178	4	
16	Dick Chance	A. H. LeMans	210	5	
17	Bob O'Brien	A. H. 100 M	53	6	

RACE 11—Modified over 1500cc. Time 1 hr. Laps 25. Dist. 85 miles.

Pos.	Driver	Make of Car	Car No.	Class	Position
1	Lance Revenlow	RAI Scarab	216	B	1
2	John vonNeumann	Ferrari	11	C	1
3	Richie Glinther	Ferrari 250TR	211	D	1
4	Pete Woods	Ferrari 4.9	288	E	2
5	Max Balchowsky	Harrah's Spl.	270		2
6	John Stevenson	Porsche Spyder	215		1
7	Jack West	Porsche	141		2

Joe and Celia Bechtel Lead SCCA Rallyists

WESTPORT, Conn.—The National Rally Board of SCCA has released the following 1958 point standings (elected placings through all 1958 sanctioned rallies, including the Historic New York Rally):

DRIVERS: 3 elected events—Richard W. Smith, 1 (Fla.), 16 (Ohio 24), 2 (Historic N. Y.), 19 total; Barbara Bickham, 8 (Fla.), 9 (Ohio 24), 40 (Historic N. Y.), 57 total.

NAVIGATORS: 3 elected events—James E. Bickham, 8 (Fla.), 9 (Ohio 24), 40 (Historic N. Y.), 57 total; Capt. H. E. Thomas, 10 (S. F.), 28 (Ohio 24), 28 (Historic N. Y.), 66 total.

DRIVERS: 2 elected events—Joe Bechtel, 1 (Ariz.), 1 (S. F.), 2 total; Paul W. Pond, 2 (Ariz.), 4 (S. F.), 6; Wade A. Norton, 5 (Ohio 24), 9 (Historic N. Y.), 14; Suzanne Hundertmark, 4 (Ohio 24), 13 (Historic N. Y.), 17; Richard H. Dittus, 10 (Ohio 24), 10 (Historic N. Y.), 20; C. Edward Trump, 17 (Ohio 24), 6 (Historic N. Y.), 23; Willard H. Whisler, 13 (Ohio 24), 14 (Historic N. Y.), 27; Robert Halmi, 22 (Fla.), 7 (Historic N. Y.), 29; Henri A. Lindsey, 5 (Ariz.), 33 (S. F.), 38; Scott D. Harvey, 40 (Ohio 24), 3 (Historic N. Y.), 43; Jesse F. Walder, 3 (Ohio 24), 50 (Historic N. Y.), 53; Lewis W. Fry, 30 (Ohio 24), 24 (Historic N. Y.), 2158; 54; John S. Haskell, 19 (Ohio 24), 35 (Historic N. Y.), 2662; 54; Gene Kelly, 18 (Ohio 24), 48 (Historic N. Y.), 66; John B. Burns, 30 (Fla.), 46 (Ohio 24), 76; R. Gamble Mann, 42 (Ohio 24), 37 (Historic N. Y.), 79. Tie at 54 broken by penalty point total.

NAVIGATORS: 2 elected events—Celia Bechtel, 1 (Ariz.), 1 (S. F.), 2 total; Gordon Capito, 2 (Ariz.), 4 (S. F.), 6; Stanley J. Clark, 5 (Ohio 24), 9 (Historic N. Y.), 14; William D. Wells, 10 (Ohio 24), 14 (Historic N. Y.), 20; William J. Baldwin, 17 (Ohio 24), 6 (Historic N. Y.), 23; E. Paul Stephens, 13 (Ohio 24), 14 (Historic N. Y.), 27; Ruth Lindsey, 5 (Ariz.), 33 (S. F.), 38; Victor T. Walder, 3 (Ohio 24), 50 (Historic N. Y.), 53; Ruth B. Kelly, 18 (Ohio 24), 48 (Historic N. Y.), 66; Constance Burns, 30 (Fla.), 46 (Ohio 24), 76.

DEL MAR RACE SET

Next race meeting for the L.A. Region of SCCA will be held at the new 1.6-mile course in Del Mar, Calif., Sept. 20-21, it was announced this week by Duane Alan, race coordinator. Lindley Bothwell, regional exec, will be race chairman. The all-paved course is on the parking area of the Del Mar horse racing plant.

San Diego Region of SCCA comes back the following weekend, Sept. 27-28, with a race slated for Hourglass Field.

WANTED—EXPR. VW MECHANIC for VW-Porsche San Fernando Valley agency. Good opportunity 5Tate 6-1314 or Stanley 3-1776. Ask for Leon.

CALENDAR

- AUGUST**
- 16—Milwaukee SCCA National road races.
 - 16-17—Montgomery (N. Y.) SCCA National road races.
 - 23—Thompson (Conn.) Driver's School, SCCA, N. Eng. reg.
 - 24—Lime Rock Driver's School, Long Island SC Assoc.
 - 25-30—10th annual Bonneville Speed Trials, Wendover, Utah.
 - 30-31—Santa Barbara road races, Goleta airfield, CCCC.
 - 30-31—Thompson (Conn.) SCCA Nat'l road races, N. Eng. reg.
 - 30-31—Mansfield Races, SCCA, Red River reg., De Soto Parish Air Port, Mansfield, La. Info.: Box 4061, Shreveport, La.
- SEPTEMBER**
- 6-7—Road America races, SCCA, Elkhart Lake, Wis.
 - 7—USAC road races, Lime Rock, Conn.
 - 13-14—Road races, SCCA, Bridgehampton, N.Y.
 - 13-14—Cobb Mt. hill climb, SCCA, S. F. reg.

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Stewardesses Find Adventure

Auto Tour Thrills 2 Gals

Editor's Note:—This is the 1st of a series of articles on the impressions of two stewardesses who drove through Europe on a sports car tour, and covered 8 countries in one month.

By LEE CARRILLO

Jeanne Siracusa and I were 2 stewardesses on a month's vacation in Europe who learned that driving can be even more adventurous than flying.

The 1st leg of the trip was a busman's holiday: we flew one of our regular runs—Pan American's Flight from Los Angeles to London. It was fun being passengers, but the real novelty began in London, when we joined a sports car tour and alternated as pilot and navigator of Jeanne's new sports car on a 4500-mile tour of Europe.

The other 102 Californians on the tour ran the gamut from a predominance of doctors and dentists and their wives to a mortician, a beautician and a lady judge. There was a happy ratio of 18 single men to 4 single girls—figures readily at my fingertips because Jeanne had pored over the list and checked off the eligibles while we were on the airplane.

AWAY THEY GO

We blasted off (and that is the only word that can describe the sound of 60 engines revving at once) on a month's "vibration." Our circuit wound over the narrow country lanes of England, across the Channel by car ferry, precariously around Le Mans auto race course in France, past Franco's police in Spain, through the Utopian principalities of Andorra and Monaco, down the Italian Riviera to Rome, over the pretzel roads in the Swiss Alps, into the riot-snarled traffic of Paris, and back



TWO PAA stewardess, Lee Carrillo, left, and Jeanne Siracusa, found driving more adventurous than flying during recent European tour. Lee recounts experiences in 1st of series of articles for MOTORACING.

to the saluting bobbies of London.

Gas averaged about 65c a gallon. (We bought gas coupons at the borders of France and Italy. These entitle the tourist to a 40% discount on the regular price.) At 28 miles to the gallon, we spent about \$115 for gas and oil over the 4500-mile trip.

We caravanned from London Airport to Brighton, the 1st step

mentioned on the detailed itinerary, because we were a little hesitant about driving on the left (the Yankee tendency to look left at an intersection is all wrong!), but after that we drove in groups of 2 or 3 cars.

At Newhaven, England, we watched a crane hoist our little wasp-waisted automobile high into the air and lower it into the hull of the car ferry. We crossed the English Channel in 3 hours and docked at Dieppe, France.

Back to driving on the right hand side of the road, we found the roads in France good, clearly marked and—except in built-up areas—without speed limits!

(To Be Continued)

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CAR LIFE magazine says the Fiat 1100 is rated, compared to other makes from different countries, "Best buy for the price, regardless of country." Price includes heater, windshield washer, leatherette upholstery, whitewall tires, directional signals, undercoating, tool kit, reinforced bumpers, two-tone paint. No extras to buy.

See, test drive all 8 Fiat models from \$1134 P.O.E.

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20 INVITES TO DATE FOR NASSAU

NASSAU, Bahamas, Aug. 6.—Of 56 entries received for the big Nassau Trophy Race during the Nov. 29-Dec. 8 Bahamas Speed Weeks, 20 have been accepted and invited. There are 38 GT applications to date.

Capt. Sherman (Red) Criss announces entrants must specify GT if they are to be considered for the Nassau Tourist Trophy Race Nov. 30. Only 50 cars will be carried on the SS Florida Fri., Nov. 28. Entrants planning to run in the GT class for the final 3 days must mention this, as they cannot be eligible for both classes.

Following are those accepted and invited for the famous international headliner:

DRIVER	HOME TOWN	CAR	C.C.	CLASS
1. Antonio Izquierdo	Bogota, Colombia	AC Bristol	1971	E GT
2. Gaston Andrey	Switzerland	Ferrari	1937	E GT
3. John Cuevas	Miami, Fla.	Porsche C	1498	F GT
4. George Reed	Midlothian, Ill.	Ferrari	2964	D GT
5. Carl Carveth	San Mateo, Calif.	Aston Martin	2922	D GT
6. Lak von Kaesborg	Redlands, Calif.	Ferrari 250	2996	D GT
7. Philip Stiles	Palm Beach, Fla.	Austin-Healey	2996	D GT
8. Chandler Lawrence	E. Greenwich, Conn.	Cooper Climax	4080	D GT
9. Samuel Crooks	Madeira Beach, Fla.	Austin-Healey	2996	D GT
10. Robert Publicker	St. Lauderdale, Fla.	Ferrari	2997	D GT
11. Carl Dorr	Miami, Fla.	Alfa Romeo	1200	F GT
12. George Constantine	Southbridge, Mass.	Jaguar D	3815	C GT
13. Lance Reventlow	Beverly Hills, Calif.	RAI-Scarab	5500	B GT
14. Antonio Pompeo	New York City	Bandini	748	H GT
15. Robert Keyes	Huntington, N. Y.	Alfa Romeo	1290	F GT
16. John Luce	Berkeley, Calif.	AC Bristol	1971	E GT
17. Chuck Daigh	Los Angeles	RAI-Scarab	5500	B GT
18. Ed Martin	Columbus, Ga.	Ferrari	2953	D GT
19. Allen Markelson	New York City	Alfa Romeo	1290	F GT
20. Brian Naylor	Cheshire, England	Maserati	1984	E GT

PALM SPRINGS RACES

George Cary announces the Palm Springs races Nov. 1-2 are on the FIA National calendar. Because of the increasing depletion of drivers due to the SCCA ban against pros, the race may not be tied in with LA Region of SCCA. It would be staged under Cary's group, Sports Car Racing Assn., with some club aiding in crowd control, scoring, etc. It is expected after the Riverside USAC race, most of the drivers will be tossed out by SCCA.

COLORADO COURSE

DENVER, Colo. — The Colorado Reg. of the SCCA has announced that the new Castle Rock race course will be completed in time for an initial race late in September. The circuit is privately owned.

COMPARATIVES

I hit a patch of oil.
You had your brakes lock.
He lost it.

Best-of-Show Won by Webers at Santa Maria

SANTA MARIA, July 27.—The best-of-show award at the 5th annual Santa Barbara County Fair Concours d'Elegance was won by the Fiat Abarth Zagatto of Marion and Charlie Weber, MG Mitten owners. The event drew 48 entries in 8 classes, including sports cars, sedans, classics and rods.

First place class winners were: Sports cars up to \$3000, Bruce Maine, MG TD; Sports cars \$3000-\$5000, Marion and Charlie Weber, Fiat Abarth Zagatto; Sports cars over \$5000, Kasem B. Kovit, Ferrari 250 GT coupe; Sedans up to \$2500, Michael Marx, Ford Anglia; Sedans \$2500-\$4500, Robert Pierce, Porsche coupe; Sedans above \$4500, Bob Phillips, Porsche Super coupe; Antique and Classic cars, Edwin Taylor, Rolls-Royce Phantom I; Hot Rods and Customs, Div. A, Bill Harrison, '21 Dodge Roadster, Div. B, Leonard Chapman, '56 Chev. pickup, Div. C, Skip Gibson, '28 Ford roadster; Special Award, Spencer Murray, Rod and Custom Mag. Dream Truck.

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RALLY ACTIVITIES

AUGUST

- Long Beach Douglas SCC Ken Farrah IV, SCCSCC championship event, 10 hr. navigational, 300 miles. Trophies, dash plaques, 7 a.m. at Harbor Blvd. & Katella Ave., Anaheim; \$5, post entries \$6. Info: Bob Cole, GA 3-9101.
- Corvette Gymkhana Fiasco—8:30 a.m., Chevrolet Plant, 8000 Van Nuys Blvd., Van Nuys. All-car event. Dash plaques, trophies. AX 5-5244 or MA 8-4087.
- Long Beach FCCA Loopy Legged rally 8:30 a.m. 3 1/2 hrs. navigational, May Co. Lakewood, Don Egermayer, rallymaster, DA 6-9283.
- San Gabriel Valley FCCA Moonbeam Rally, short navigational, 7:30 p.m., Almansor Park, Alhambra, \$2. Bob Downs, AT 6-5384.
- Mercedes-Benz Club Vergnugen Rally, a 5-hr. navigational, 8 a.m., Bob's Big Boy Restaurant, 11000 Sepulveda, \$2. Rallymaster Bill Brandes, FR 5-1286.
- Jaguar Owner's Club — Commodore's Rally—4 hr. navigational, 9:01 a.m., Parkhouse Motors, 2nd & La Brea, Hollywood, \$2, Vilem Haan, BR 2-4455.
- Paramount SCC Cainam Rally, a 4-hr. navigational, 8 a.m., Hody's, Sepulveda & Ventura, \$2. Rallymaster Bill Brandes, FR 5-1286.
- Santa Monica FCCA Hairpin Hassle Rally, SCCSCC open event, Stock & modified odometer classes, 6-hr. navigational, 8 a.m., Broadway Westchester, Sepulveda & La Tijera, \$3.50. Gail Pollock, AX 3-9237. Rallymistresses: Ruth Piercy and Betty Warren.
- Convoir Quien Sabe Rally, a 5-hr. navigational, Modified, stock, and

seat of the pants classes. Trophies & dash plaques, 8 a.m., Mission Valley Inn, 825 West Camino Del Rio, San Diego, \$3.50. Post entries \$4. Dick Elms, Rallymaster, CSCC, P.O. Box 2049, San Diego 12.

30—Compton and South Bay FCCA August Moon Rally, a navigational event, 7 p.m. 174th & Crenshaw, \$2. Rallymasters Dick Kermode & Larry Ford, CI 1-8817.

31—Austin-Healey Owners Club and Harbor SCC Two Car Foursome Rally, 3-hr. navigational. Teams drawn by chance at end of rally, Union Station, Rosemead & Beverly, 6:30 p.m. Trophies to members and guests, \$2. Bob Ross, HI 7-7010.

SEPTEMBER

1—Southwest SCC 4-hr. navigational, South Bay Bowling Center, 174th St. & Hawthorne Blvd., 8 a.m. Rallymaster Bob McPherson, FR 4-4520.

CHRYSLER IN FIELD

Chrysler Corp. has moved into the small-car field, announcing it bought Ford's 15% interest in Simca, France's largest non-government-owned auto maker. This gives Chrysler imported small car to match those sold by Ford and GM dealers. American firm said it may soon produce its own product in U.S. and Canada.

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'53 MG TD. Terrific motor, good condition. Tonneau and tire cover. \$1150. Call evenings, weekends, ST. 5-7780.

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Spyder 1956. Light blue, tonneau cover, 15,000 miles, excellent condition. (CFL 943). Call Mr. Paxton, Dealer. CR. 4-8231.

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